

SPECIAL NOTICES.

DEMOCRATIC PRIMARIES.—PUSANT TO THE election for the Democratic Central Committee of the District of Columbia, the Democratic Central Committee of the District of Columbia hereby call the Democratic Primaries to be held on the evening of THURSDAY, APRIL 12, 1900, in the twenty-two legislative districts of the District of Columbia, in order to elect delegates and six alternates to a Democratic convention to be held on Thursday, April 12, 1900, at 8 o'clock, at the purpose of electing delegates and six alternates to represent the Democratic Party in the Democratic National Convention to be held in Kansas City, in the state of Missouri, on the day of July, 1900, and to transact such other business as may come before it.

In the language of the Democratic National Committee:

"All Democratic conservative reform citizens of the United States District of Columbia, in support of just political associations and principles, who can unite with us in the effort to elect delegates and alternates to the Democratic National Convention, and who favor the republic and oppose the empire, are cordially invited to join in the following districts to the convention."

The primary meetings will be organized in each district at 7 o'clock p.m., April 10. The polls will be closed at 7:30 o'clock p.m., and close at 8:30 p.m. sharp. The primaries will be held in the several districts and be called to order by their respective representatives in the Democratic Central Committee at the following designated places:

First district—Thos. J. Moore, 38 Monroe st., Annapolis.

Second—Dr. Henry Darling, Brightwood Hotel, Third John Mather, 1228 22d st. n.w.

Fourth—Arthur Small, 2002 14th st. n.w.

Fifth—Thomas L. Conner, 1223 22d st. n.w.

Sixth—Wm. R. Holman, 1223 22d st. n.w.

Seventh—John Boyle, 1414 14th st. n.w.

Eighth—John J. Donnan, 1612 15th st. n.w.

Ninth—Charles H. Turner, 1213 and H st. n.w.

Tenth—Chas. A. Senneker, 1429 E st. n.w.

Eleventh—Wm. T. Whelan, Potomac Hall, cor. 12th and D st. n.w.

Twelfth—J. B. Stanton, 403 8th st. n.w.

Thirteenth—F. Fred Keller, 801 E st. n.w.

Fourteenth—Frank J. McQuade, 1523 7th st. n.w.

Fifteenth—E. J. Jordan, 433 N. J. ave. n.w.

Sixteenth—John Whitcomb, 476 9th st. n.w.

Seventeenth—Thos. F. Holden, 231 7th st. n.w. (Mike Hall).

Eighteenth—Wm. L. Wells, n.e. cor. 7th and M st. n.w.

Nineteenth—George Killen, 97 11th st. n.e. cor. of 1st.

Twentieth—Edward Lynch, 2205 C st. n.e.

Twenty-first—John A. Clarke, n.w. cor. 7th and M st. n.w.

Twenty-second—John A. Miller, 1010 8th st. n.e.

Vote and Acting Chairman Democratic Central Committee.

F. F. KELLEY, Secretary. ap7-3t

SPIRITUALISM.—MRS. ZOLLER, SPIRITUAL medium, 802 H st. n.w., will give readings on TUESDAY, FRIDAY, SUNDAY, INTERVIEWS DAILY.

OPEN AN ACCOUNT WITH US. WE GIVE OUR customers the benefit of our lowest prices. We receive daily from our New York correspondents, WILSON & CO., Stockbrokers, 1206 G st. n.w. Bank references.

NOTICE OF DISSOLUTION. The partnership existing between the undersigned under the name of the Washington Slaughter and Cold Storage Company, having the place of business at 1010 8th st. n.e., has been dissolved by mutual consent.

Persons indebted to the late firm are requested to make payment to Mr. William D. Sullivan, the former superintendent, and those having claims against it are requested to present them to him without delay.

Wm. D. Sullivan, 1010 8th st. n.e. ap7-3t

THE UNDERSIGNED RESPECTFULLY GIVE notice that they have associated themselves together as partners for the purpose of continuing the business of the Washington Slaughter and Cold Storage Company, at 1010 8th st. n.e., and that the partnership of the late firm is dissolved.

THOMAS T. KEANE, Proprietor.

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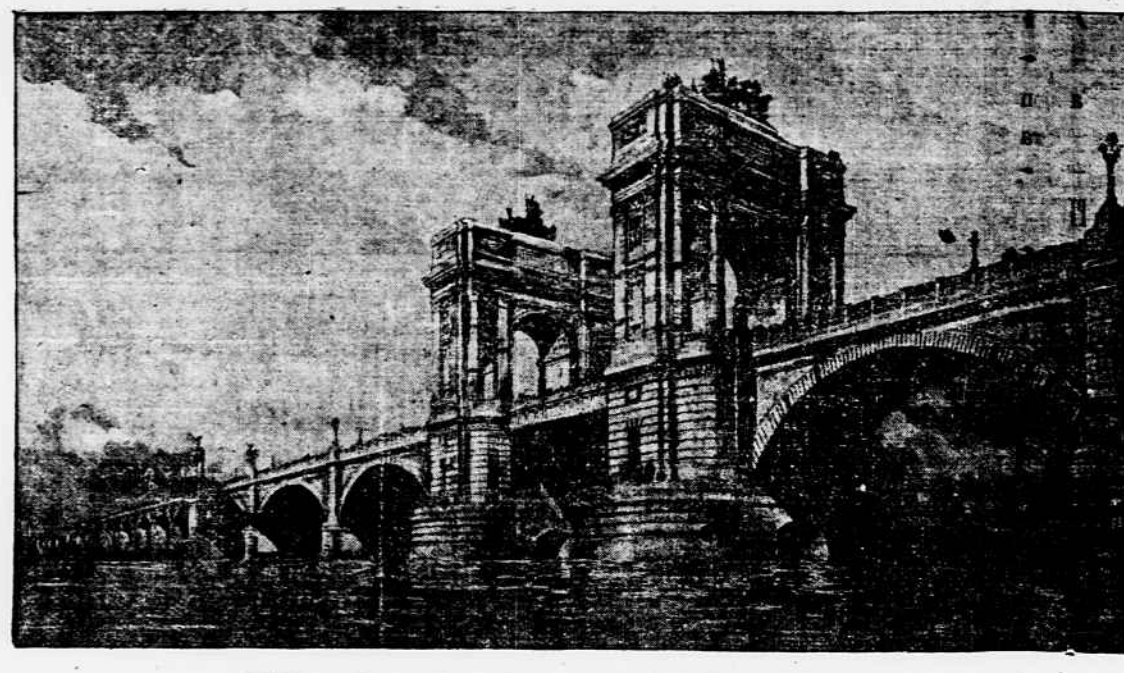
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DESIGN NO. 2, ACCEPTED WITHOUT THE TOWERS.

MEMORIAL BRIDGE

Report of Board of Engineers on the Plans Submitted.

INDORSED BY SECRETARY OF WAR

Suggestion That Two Designs Be Merged Into One.

ESTIMATES OF COST

The proposition for the construction of a bridge over the Potomac river from this city to the Arlington estate, "as a memorial to American patriotism," received a decided impetus today when the Secretary of War submitted to both houses of Congress a copy of the report of the board of engineers and architects appointed by him to select a suitable design for the structure. The board was composed of Lieut. Col. Charles J. Allen, Maj. Thomas W. Symons and Capt. David DuB. Galliard, all of the corps of engineers, U. S. A.; Mr. Stanford White of New York and Mr. Jas. G. Hill of this city, the last two named being architects of acknowledged standing in their profession. Four distinguished bridge engineers submitted designs for the proposed bridge, and it was the duty of the board to consider these designs and determine their order of merit.

The designs were the work of Messrs. George S. Morrison, Lieut. L. H. Hutton, William H. Burr and William H. Hutton, all of New York city. These gentlemen were especially invited by the Secretary of War to prepare designs for a bridge that would be a memorial to American patriotism. Mr. Morrison is one of the most prominent bridge engineers in this country. He has designed and built some of the largest

built across the East river between Brooklyn and New York.

Mr. Hutton is a skillful and accomplished bridge engineer who has had an extended experience in construction. He was chief engineer of the Washington bridge over the Harlem river, a steel arch structure, and one of the largest and finest of its kind in the world.

Mr. Burr is a bridge engineer of recognized authority, and is the author of standard works on bridge construction and the strength of materials. He was formerly professor of civil engineering in the Rensselaer Polytechnic Institute, Troy, N. Y., and afterward chief engineer of the Phoenix Bridge Company, which has constructed many important railway and highway bridges. He is now professor of civil engineering, Columbia College, New York, and is also a member of the isthmian canal commission.

In the preparation of their designs Mr. Burr was assisted by Mr. W. H. Brett, consulting engineer, and Carver & Hastings, and Walker & Morris, architects; Mr. Burr, by Mr. Edward P. Casey, architect; Mr. Hutton, by Mr. Ernest Flagg, architect; Mr. Morrison, by Mr. William Emerson, architect, and Mr. W. F. Smith, engineer.

Report of the Board.

The report of the board of engineers and architects is an elaborate document. It gives a brief history of the movement, which began in 1886, for the construction of a bridge from Washington to Arlington, including all the legislation and plans to that end. This review includes a brief description of the plans submitted by Col. Haines in 1886, by Major Symons shortly afterward, and by Major C. E. L. Davis in 1892, and shows that they all failed of legislative enactment.

With two exceptions, the designs considered by the board, so far as the skeleton bridges, that is, bridges not of a memorial character, the substructures of all the bridges considered, however, to be of iron plate steel, the proposed widths of the bridges to range from 24 to 40 feet, and the widths proposed for sidewalks, each, ranging from 8 to 10 feet.

The cost of material and labor upon which the estimates were then based, the board says, can hardly be satisfactorily compared with the high prices of today for most building material, or with the cost of labor of today. The demands for bridge capacity of the large and growing city of Washington, and the general character of the work would have been those of ten to fifteen years ago.

Commercial statistics are given to show

construction, as well as to modify the proposed widths for roadway, etc.

The estimates of the cost of the proposed designs are tabulated as follows:

Name.	Design.	Width.	Approach.	Cost.
Mr. Burr.	II.	30	Steel and concrete masonry.	\$1,425,000
Mr. Burr.	III.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	IV.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	V.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	VI.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	VII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	VIII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	IX.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	X.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XI.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XIII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XIV.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XV.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XVI.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XVII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XVIII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XIX.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XX.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXI.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXIII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXIV.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXV.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXVI.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXVII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXVIII.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXIX.	30	Steel and concrete masonry.	1,425,000
Mr. Burr.	XXX.	30	Steel and concrete masonry.	1,425,000

The low price of Mr. Morrison's estimates is evidently largely due to the skeleton steel construction for the approaches, the absence of massive towers and decorative features, and the use of limestone in the arches. The fact that Mr. Burr's estimates are lower than the others of similar character is mainly accounted for by the use of the steel system, supported by masonry, etc., are frequently met with in the same estimate. Some of the estimates in the cost of the work of the bridge in the price of the materials, such as concrete, masonry, etc., are frequently met with in the same estimate. Some of the estimates in the cost of the work of the bridge in the price of the materials, such as concrete, masonry, etc., are frequently met with in the same estimate.

Mr. Hutton's estimates are readily accounted for by the materials proposed and the decorative features used.

The high amount of Mr. Burr's estimates is evidently largely due to the amount and character of the decorative work and the use of granite masonry, so largely proposed.

A complete comparison of the unit prices for materials in place adopted by the various competitors is very difficult to make on account of the differences in the materials and grades of the same required by the various designs and the different methods of construction. The cost of engineering and superintendence is included in the items in some of the estimates, whereas in others such items are given separately.

A tabulation and general comparison of these prices with each other and with those employed in this office has been made and is important differences have been noted.

It goes without saying that each of the estimates, based upon the competitor's own record of estimating, is accepted as correct, the analysis of the same by the board being only for the purpose of making comparisons.

Mr. Burr's Plan First.

After full consideration of the various plans for the proposed bridge and approaches, including the architectural features, ornamentation and cost, the board places the comparative merits of the designs as follows:

No. 1, design No. 2 of Mr. Wm. H. Burr.

No. 2, design No. 2 of Mr. Wm. H. Burr.

No. 3, design No. 1 of Mr. L. L. Buck.

No. 4, design No. 1 of Mr. Geo. S. Morrison.

No. 5, design No. 1 of Mr. Geo. S. Morrison.

No. 6, design No. 1 of Mr. Geo. S. Morrison.

No. 7, design No. 1 of Mr. Geo. S. Morrison.

No. 8, design No. 1 of Mr. Geo. S. Morrison.

No. 9, design No. 1 of Mr. Geo. S. Morrison.

No. 10, design No. 1 of Mr. Geo. S. Morrison.

No. 11, design No. 1 of Mr. Geo. S. Morrison.

No. 12, design No. 1 of Mr. Geo. S. Morrison.

No. 13, design No. 1 of Mr. Geo. S. Morrison.

No. 14, design No. 1 of Mr. Geo. S. Morrison.

No. 15, design No. 1 of Mr. Geo. S. Morrison.

No. 16, design No. 1 of Mr. Geo. S. Morrison.

No. 17, design No. 1 of Mr. Geo. S. Morrison.

No. 18, design No. 1 of Mr. Geo. S. Morrison.

No. 19, design No. 1 of Mr. Geo. S. Morrison.

No. 20, design No. 1 of Mr. Geo. S. Morrison.

No. 21, design No. 1 of Mr. Geo. S. Morrison.

No. 22, design No. 1 of Mr. Geo. S. Morrison.

No. 23, design No. 1 of Mr. Geo. S. Morrison.

No. 24, design No. 1 of Mr. Geo. S. Morrison.

No. 25, design No. 1 of Mr. Geo. S. Morrison.

No. 26, design No. 1 of Mr. Geo. S. Morrison.

No. 27, design No. 1 of Mr. Geo. S. Morrison.

No. 28, design No. 1 of Mr. Geo. S. Morrison.

No. 29, design No. 1 of Mr. Geo. S. Morrison.

No. 30, design No. 1 of Mr. Geo. S. Morrison.

No. 31, design No. 1 of Mr. Geo. S. Morrison.

No. 32, design No. 1 of Mr. Geo. S. Morrison.

No. 33, design No. 1 of Mr. Geo. S. Morrison.

No. 34, design No. 1 of Mr. Geo. S. Morrison.

No. 35, design No. 1 of Mr. Geo. S. Morrison.

No. 36, design No. 1 of Mr. Geo. S. Morrison.

No. 37, design No. 1 of Mr. Geo. S. Morrison.

No. 38, design No. 1 of Mr. Geo. S. Morrison.

No. 39, design No. 1 of Mr. Geo. S. Morrison.